

From: [Frederick A. Matsen](#)
To: [SR 520 DEIS Comments:](#)
CC: [Anne Matsen:](#)
Subject: Released from eSafe SPAM quarantine: We support the Pacific Interchange
Date: Friday, October 13, 2006 9:33:42 AM
Attachments:

Dear WashDOT and Governor Gregoire

I-0554-001 We support the Pacific Interchange Plan for 520.

We are writing with respect to your consideration of alternatives for the 520 upgrade. In considering the alternatives, it is essential that all of us identify the major objectives for the State and region. As a 35 year resident of Seattle, Professor at the University of Washington, and frequent beneficiary of the Arboretum, Husky Stadium, University of Washington Medical Center, Burke Gillman Trail, Montlake Park, the Marshland Trail, the north-south and east-west highway system, the University Village and SeaTac airport, I would like to share my list of the overarching objectives. I have outlined these below, but as I write this I cannot be sure how to prioritize them.

- Linkage of mass transit. All of us living in this region know that no highway solution will be a solution if our focus is on automobiles alone. Our metropolitan area has a relatively underdeveloped mass transit system. The State has made a major investment in a bus system and in light rail. The desired solution to 520 must facilitate passenger linkage between these investments to encourage use of means of transportation other than automobiles. There will a light rail terminal near Husky stadium. There must be a easy connect between buses using the 520 solution and this light rail terminal. As a physician treating patients at University of Washington Medical Center, many of whom come from out of city and out of state, I am regularly reminded of how difficult it is to get here from there. Just this week, one of my patient's family was involved in an accident in their rental car trying to get to UWMC from SeaTac. Many have complained about how difficult it is to get to the Medical Center in their car and have wished for a mass transit access route.

- Congestion on Montlake Boulevard. It is now costing everyone a lengthy commute from Laurelhurst or the University Village to 520 or vice versa at almost any time of day. This cost is in terms of time, aggravation and air quality. The 520 solution must facilitate access from these areas to 520.

- Access to the University and the Medical Center. For students, patients, families, faculty, and staff it is becoming increasing difficult to get to the U. The 520 solution must make it easy for these individuals to get within easy walking distance of the University of Washington. As housing nearby becomes more expensive, more families are living further away making transit solutions imperative. Even traffic that is not destined to go to UW needs to pass by the Husky

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Comment Summary:

Pacific Street Interchange Option

Response:

See Section 1.2 of the 2006 Draft EIS Comment Response Report.

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Stadium – the 520 solution must get traffic to and by the UW.

- Preserving the Montlake Bridge as is. The Bridge can be a bottleneck, but removing it or duplicating it would be a blight on this historical marker. The 520 solution must provide a ‘way around’ the Bridge.
- Connecting the Burke Gilman Trail to the Eastside. Bike commuting and recreation are growing increasingly, even during our rainy times. Biking enhances the health of the public through exercise and improved air quality. Making it easy and safe to commute from and to the Eastside will encourage more bikers and less cars, just as the north-south Burke Gilman takes cars off of Montlake Boulevard. The 520 solution must encourage biking.
- Minimizing air pollution. Many of us working at the University Medical Center and living in Montlake (including myself) suffer from asthma and other chronic respiratory conditions. Each lane of traffic on 520 contributes to further deterioration of our air quality. Nine lanes of traffic as per the ‘base 6-lane plan’ would be an air quality disaster for us. The 520 solution must optimize our air.
- Maximizing park. What makes Seattle so special is its park and green space. The 520 solution must maximize and connect parks and trails, not only in the Arboretum, but in the rest of the Montlake area as well.

In consideration of each of the points above and each of the proposed alternatives, it is evident that the only solution meeting these criteria is the Pacific Interchange. Anne and I join the Montlake Community Council, the North Capitol Hill Neighborhood Council, The Bicycle Alliance, the Queen City Yacht Club, the North Seattle Industrial Association and the many other individuals and groups in endorsing the Pacific Interchange Plan.

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